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Turkmenistan: draft resolution

Strengthening the links between all modes of transport to achieve the Sustainable Development Goals

The General Assembly,

Recalling the Rio Declaration on Environment and Development,[1] Agenda 21,[2] the Programme for the Further Implementation of Agenda 21,[3] the Johannesburg Declaration on Sustainable Development,[4] the Plan of Implementation of the World Summit on Sustainable Development (Johannesburg Plan of Implementation)[5] and the outcome document of the United Nations Conference on Sustainable Development, entitled "The future we want",[6]

Reaffirming its resolution 70/1 of 25 September 2015, entitled "Transforming our world: the 2030 Agenda for Sustainable Development", in which it adopted a comprehensive, far-reaching and people-centred set of universal and transformative Sustainable Development Goals and targets, its commitment to working tirelessly for the full implementation of the Agenda by 2030, its recognition that eradicating poverty in all its forms and dimensions, including extreme poverty, is the greatest global challenge and an indispensable requirement for sustainable development, its commitment to achieving sustainable development in its three dimensions — economic, social and environmental — in a balanced and integrated manner, and to building upon the achievements of the Millennium Development Goals and seeking to address their unfinished business,

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[1] *Report of the United Nations Conference on Environment and Development, Rio de Janeiro, 3-14 June 1992, vol. I, Resolutions Adopted by the Conference* (United Nations publication, Sales No. E.93.I.8 and corrigendum), resolution 1, annex I.

[2] Ibid., annex II.

[3] Resolution S-19/2, annex.

[4] *Report of the World Summit on Sustainable Development, Johannesburg, South Africa, 26 August-4 September 2002* (United Nations publication, Sales No. E.03.II.A.1 and corrigendum), chap. I, resolution 1, annex.

[5] Ibid., resolution 2, annex.

[6] Resolution 66/288, annex.

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Reaffirming also its resolution 69/313 of 27 July 2015 on the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, which is an integral part of the 2030 Agenda for Sustainable Development, supports and complements it, helps to contextualize its means of implementation targets with concrete policies and actions, and reaffirms the strong political commitment to addressing the challenge of financing and creating an enabling environment at all levels for sustainable development in the spirit of global partnership and solidarity,

Recalling the Paris Agreement adopted at the twenty-first session of the Conference of the Parties to the United Nations Framework Convention on Climate Change,[7]

Recalling also its resolution 69/213 of 19 December 2014, entitled "Role of transport and transit corridors in ensuring international cooperation for sustainable development" and its resolution 70/197 of 22 December 2015, entitled "Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors",

Welcoming the efforts of the Government of Turkmenistan in hosting the first Global Sustainable Transport Conference, held in Ashgabat on 26 and 27 November 2016,

Recalling the Ashgabat statement on commitments and policy recommendations of the Global Sustainable Transport Conference, and noting the importance of its implementation,[8]

Taking note of the Ashgabat Declaration, adopted at the High-level International Conference on the Role of Transit Transport Corridors in Ensuring International Cooperation, Stability and Sustainable Development held in Ashgabat on 3 and 4 September 2014,[9] in cooperation with the Economic Commission for Europe, the Economic and Social Commission for Asia and the Pacific and the International Road Transport Union,

Recalling its resolutions 55/215 of 21 December 2000, 56/76 of 11 December 2001, 58/129 of 19 December 2003, 60/215 of 22 December 2005, 62/211 of 19 December 2007, 64/223 of 21 December 2009, 66/223 of 22 December 2011, 68/234 of 20 December 2013 and 70/224 of 22 December 2015 on enhanced cooperation between the United Nations and all relevant partners, in particular the private sector,

Recalling also its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005, 62/244 of 31 March 2008, 64/255 of 2 March 2010, 66/260 of 19 April 2012, 68/269 of 10 April 2014 and 70/260 of 15 April 2016 on improving global road safety and the need to develop plans to improve road safety along international road transit corridors in line with the Global Plan for the Decade of Action for Road Safety 2011-2020,

Recalling further, in this regard, the appointment of the Special Envoy of the Secretary-General for Road Safety,

Recalling the work of the Secretary-General's High-level Advisory Group on Sustainable Transport, and welcoming, in particular, its global transport outlook report,

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[7] See FCCC/CP/2015/10/Add.1, decision 1/CP.21, annex.

[8] A/C.2/71/6, annex.

[9] A/68/991, annex.

Recognizing the importance of the One Belt, One Road initiative aimed at developing multimodal transport and transit corridors and reviving the ancient Silk Road with modern technology to facilitate international transport, encompassing all modes of transport,

Recognizing also the importance of the Sustainable Mobility for All initiative aimed at bringing different transport stakeholders together to act as one, advancing sustainable mobility worldwide and supporting Member States in implementing the 2030 Agenda,

Reiterating the importance of addressing the special needs of landlocked developing countries, inter alia, by establishing and promoting efficient transit transport systems that link them to international markets, and in this regard reaffirming that the Almaty Declaration,[10] the Vienna Declaration and the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024[11] constitute a fundamental framework for genuine partnerships between landlocked and transit developing countries and their development partners at the national, bilateral, subregional, regional and global levels,

Stressing the importance of enhancing inter-island connectivity and linking the economies of small island developing States to regional markets and global supply chains, including by integrating them into existing and emerging maritime and multimodal transport and economic corridors, and encouraging sustainable transport initiatives in the context of the Small Island Developing States Partnership Framework,

Reiterating the importance of actively supporting private sector investment, including through public-private partnerships and grant/loans blending, for infrastructure development and maintenance in communications and in multimodal transport such as railways, roads, waterways, warehouses and port facilities in the least developed countries, and in this regard recalling that the Istanbul Declaration and Programme of Action for the Least Developed Countries for the Decade 2011-2020[12] highlights the need to build the infrastructure of the least developed countries as a priority area for action,

Emphasizing the need to promote harmonization, simplification and standardization of rules and documentation, including the full and effective implementation of international conventions on transport and transit as well as bilateral, subregional and regional agreements,

Noting that, in developing multimodal transport systems, it is necessary to take into account road, rail, maritime, ferry and air transport, as well as non-motorized transport such as cycling and walking, and emphasis should be placed on low-carbon-based modes of transport and an increased reliance on interconnected transport networks, including public transport systems, for seamless and "door-to-door" mobility and connectivity of people and goods,

Taking note of the importance of enhancing transport connectivity through an integrated intermodal transport system that optimizes the development of interconnected highways, railways, waterways and ports, minimizes the consumption of energy, land and other resources, generates lower emissions of

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[10] *Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003* (A/CONF.202/3), annex II.

[11] Resolution 69/137, annexes I and II.

[12] *Report of the Fourth United Nations Conference on the Least Developed Countries, Istanbul, Turkey, 9-13 May 2011* (A/CONF.219/7), chap. I and II.

greenhouse gases, ozone-depleting substances and other pollutants and minimizes the adverse social impacts arising from transport construction and operations,

Noting the importance of supporting efforts to provide communities in rural areas in developing countries with access to major roads, rail lines and public transport options that enable access to economic and social activities and opportunities in cities and towns and that unleash the productivity and competitiveness of rural entrepreneurs and smallholder farmers, which will be important steps in fulfilling the 2030 Agenda for Sustainable Development and its promise to "leave no one behind",

Stressing the need to promote the integration of science, technology and innovation into sustainable transport systems by tapping into technological opportunities in the decades to come to bring about fundamental, transformative changes to transport systems, including energy efficiency technologies as well as information and communication technologies and to strengthen capacity-building support to developing countries,

Reiterating the importance of transport and transit corridors in facilitating transport linkages on domestic routes and promoting urban-rural connectivity in order to boost economic growth at the local and regional levels, promote interconnections between cities, peoples and resources and facilitate intraregional and interregional trade,

Reiterating also that international transport corridors should be identified, designed and developed, keeping in mind the safety and protection of transport users and the competitive advantages of each mode of transport and addressing infrastructure needs and the regulatory and institutional framework for the services that those corridors provide, including the promotion of social dialogue, safety and health in the workplace and gender balance in the workforce,

Welcoming the efforts of the relevant organizations of the United Nations system, other international, regional and subregional organizations, in particular the World Bank, the regional development banks, the World Customs Organization, the World Trade Organization, the International Road Transport Union, the International Union of Railways and the International Transport Forum, within their respective mandates, to develop and operationalize international and regional transport and transit corridors,

Reiterating the need for continued international cooperation to address the issues relating to transport and transit corridors as an important element of sustainable development,

Taking note of the report of the Secretary-General on the role of transport and transit corridors in ensuring international cooperation for sustainable development,[13]

Underscoring the need to mobilize, as appropriate, additional financial resources for the development of transport infrastructure and services, including through the promotion of public-private partnerships, so as to achieve inclusive and sustainable development,

1. *Commits* to enhancing the role of sustainable transport in connecting people and communities to jobs, schools and health care and in the delivery of goods and services to rural and urban communities, thus providing all with equal opportunities and leaving no one behind;

2. *Decides* to proclaim 2018 the International Year of Sustainable Transport;

[13] A/70/262.

3. *Encourages* all States, the United Nations system and all other actors to take advantage of the International Year to promote action at all levels, including through international cooperation, and to support sustainable transport as a means of promoting and accelerating sustainable development;

4. *Invites* the Secretary-General to continue to promote and facilitate effective international cooperation on sustainable transport issues, and in this regard encourages further efforts, as appropriate, to strengthen the coordination of the work of the United Nations system in the area of transportation;

5. *Also invites* the Secretary-General to consider convening another global sustainable transport conference, for ensuring the implementation of the objectives of the first Global Sustainable Transport Conference, and notes that such a conference would be funded through extrabudgetary resources;

6. *Encourages* Member States to indicate their interest in hosting such a conference;

7. *Encourages* all interested parties to fund the "Powering the Future We Want" energy grant, which aims to promote energy for sustainable transport by building capacities on best practices and successful implementation of sustainable energy transport projects, highlighting innovations and addressing challenges related to providing access to safe, affordable, accessible and sustainable transport systems for all;

8. *Calls for* efforts to promote regional and interregional economic integration and cooperation, including by improving transportation infrastructure, enhancing connectivity and facilitating trade and investment;

9. *Invites* all States that have not yet done so to consider signing, ratifying or acceding to the United Nations conventions and agreements on transport and transit facilitation, including the International Convention on the Harmonization of Frontier Control of Goods[14] and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention);[15]

10. *Encourages* the organizations of the United Nations system and other international organizations, relevant international financing institutions, multilateral and bilateral donors and the private sector to further coordinate their efforts and to collaborate in mobilizing financial and technical assistance to countries for strengthening the links between all modes of transport to achieve the Sustainable Development Goals;

11. *Stresses* that the cost of all activities that may arise from the implementation of the present resolution should be met from voluntary, extrabudgetary contributions.

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[14] United Nations, *Treaty Series*, vol. 1409, No. 23583.

[15] Ibid., vol. 1079, No. 16510.